



# Quick Notes

from the Idaho Office of Highway Safety

March 6, 2012

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**2012 Fatalities on Idaho Roads = 22**

## General Message from the Highway Safety Manager

Hi Highway Safety Partners:

If your past weekend was anything like mine, then you know that spring is on the way and with it brings warmer weather and the many outdoor activities we all enjoy from living in Idaho. Also on the horizon is the end of school and that means young people (both in age and spirit) will be driving more.

During my late teen years I worked for Quality Electric in Boise and my job involved delivering electrical material to construction sites all over southwestern Idaho during the summer. The owner of the company always reminded me of the responsibility of driving and that with a full load I was driving a "5,000 pound bullet". His concern for my safety was genuine and the positive lessons learned are remembered today.

In Idaho young drivers (2008 to 2010) represented 13% of all of the drivers involved in fatal and serious injury crashes. Males represented 57% of the drivers involved in fatal and serious injury crashes, but represented 66% of the drivers involved in fatal crashes. Most (59%) of the vehicles involved in fatal and serious injury youthful driver crashes were driving straight, while 13% were turning left and 10% were negotiating a curve.

While there is concern regarding youth driving, there is also hope. Idaho has a program for youth drivers called "Alive at 25". This program supplements a formal driver's training course and provides important information about the dangers facing young motorists and how to remain safe on the road. The course is 4 1/2 hours long, takes place in an interactive classroom setting, and includes instructional videos and class discussion. It is different from driver's education in that this is not a behind the wheel driving course, but an interactive course. Alive at 25 is designed to teach young drivers to be aware of many of the typical driving hazards facing them.

Recently one graduate of the Alive at 25 program commented the instructor was excellent and that "... he definitely changed a lot of lives tonight. I know he changed by life and now I think and act about driving. I just want him to know that. I think he saved my life tonight." This is a very powerful and positive message.

Here is a link that will help answer any frequently asked questions on Alive at 25:

[http://aliveat25.us/component/option,com\\_location/task,fag/Itemid,44/](http://aliveat25.us/component/option,com_location/task,fag/Itemid,44/)

I encourage you to take a look and if you have any questions regarding Idaho's Alive at 25 program, please contact Margaret Goertz within our Office of Highway Safety at (208) 334-8104 or [margaret.goertz@itd.idaho.gov](mailto:margaret.goertz@itd.idaho.gov).

Here is to spring and the outdoor activities it brings. Safe driving by all insures we continue to enjoy our quality of life together as we all move *Towards Zero Deaths* on all roadways in Idaho.

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Highway Safety Manager  
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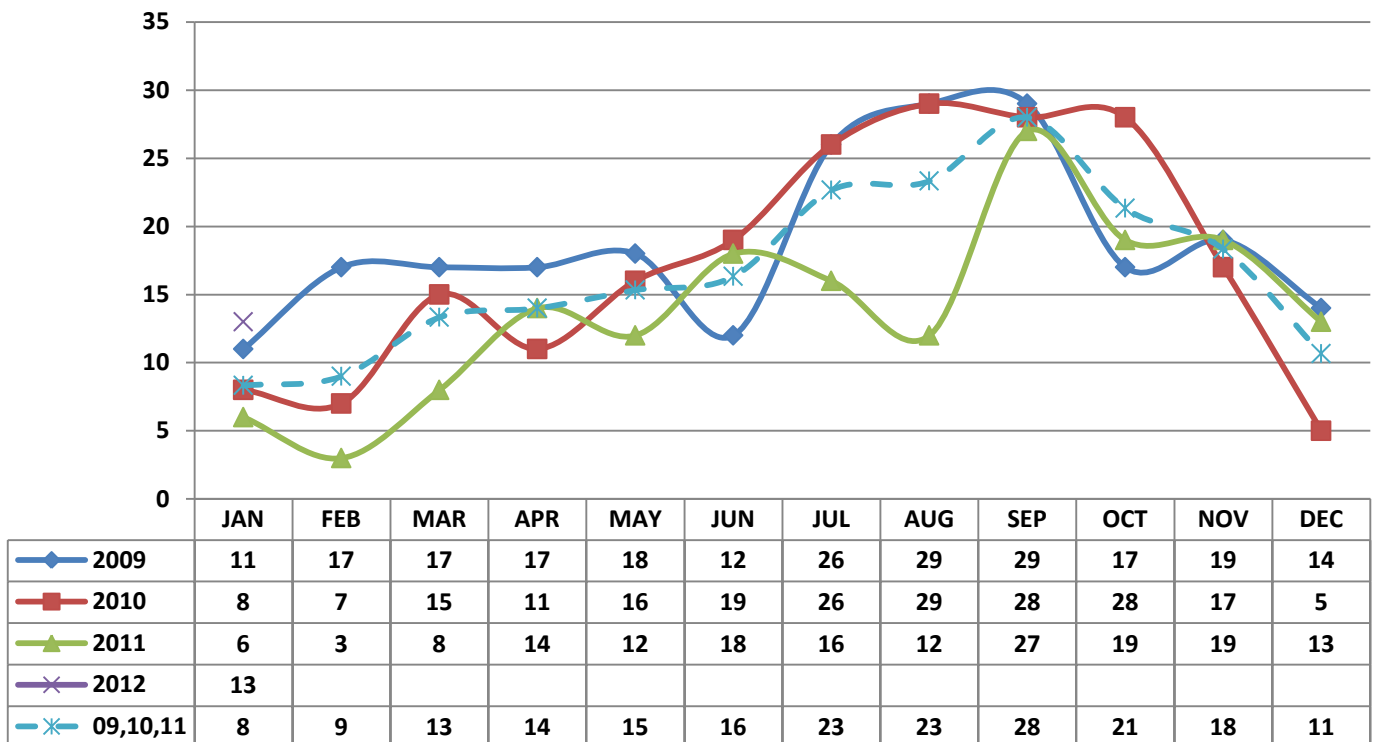
**IDAHO TRANSPORTATION DEPARTMENT**  
**OFFICE OF HIGHWAY SAFETY**  
**Fatalities By the Month\***

January 2012

MONTH						CUMULATIVE TOTALS			
	Actual	Actual	Actual	09,10,11	Actual	3-Yr Cum. Average (10,11,12)			
	2009	2010	2011	AVERAGE	2012	2009	2010	2011	2012
JAN	11	8	6	8	13	11	8	6	13
FEB	17	7	3	9		28	15	9	
MAR	17	15	8	13		45	30	17	
APR	17	11	14	14		62	41	31	
MAY	18	16	12	15		80	57	43	
JUN	12	19	18	16		92	76	61	
JUL	26	26	16	23		118	102	77	
AUG	29	29	12	23		147	131	89	
SEP	29	28	27	28		176	159	116	
OCT	17	28	19	21		193	187	135	
NOV	19	17	19	18		212	204	154	
DEC	14	5	13	11		226	209	167	
YEAR TO DATE	226	209	167	201					

\*Data limitations: This report is based on information provided by law enforcement agencies on crashes resulting in a death that occurs within 30 days of the crash. Data is preliminary and is subject to change. Data is preliminary and is subject to change.

## IDAHO MONTHLY TRAFFIC FATALIES



## **U.S. Department of Transportation Proposes ‘Distraction’ Guidelines for Automakers**

*Proposed recommendations would encourage manufacturers to develop “less distracting” in-vehicle electronic devices*

February 16, 2012 - NHTSA

WASHINGTON – U.S. Transportation Secretary Ray LaHood today announced the first-ever federally proposed guidelines to encourage automobile manufacturers to limit the distraction risk for in-vehicle electronic devices. The proposed voluntary guidelines would apply to communications, entertainment, information gathering and navigation devices or functions that are not required to safely operate the vehicle.

Issued by the Department’s National Highway Traffic Safety Administration (NHTSA), the guidelines would establish specific recommended criteria for electronic devices installed in vehicles at the time they are manufactured that require visual or manual operation by drivers. The announcement of the guidelines comes just days after President Obama’s FY 2013 budget request, which includes \$330 million over six years for distracted driving programs that increase awareness of the issue and encourage stakeholders to take action.

“Distracted driving is a dangerous and deadly habit on America’s roadways – that’s why I’ve made it a priority to encourage people to stay focused behind the wheel,” said Secretary LaHood. “These guidelines are a major step forward in identifying real solutions to tackle the issue of distracted driving for drivers of all ages.”

Geared toward light vehicles (cars, SUVs, pickup trucks, minivans, and other vehicles rated at not more than 10,000 pounds gross vehicle weight), the guidelines proposed today are the first in a series of guidance documents NHTSA plans to issue to address sources of distraction that require use of the hands and/or diversion of the eyes from the primary task of driving.

In particular, the Phase I proposed guidelines released today recommend criteria that manufacturers can use to ensure the systems or devices they provide in their vehicles are less likely to distract the driver with tasks not directly relevant to safely operating the vehicle, or cause undue distraction by engaging the driver’s eyes or hands for more than a very limited duration while driving. Electronic warning system functions such as forward-collision or lane departure alerts would not be subject to the proposed guidelines, since they are intended to warn a driver of a potential crash and are not considered distracting devices.

“We recognize that vehicle manufacturers want to build vehicles that include the tools and conveniences expected by today’s American drivers,” said NHTSA Administrator David Strickland. “The guidelines we’re proposing would offer real-world guidance to automakers to help them develop electronic devices that provide features consumers want—without disrupting a driver’s attention or sacrificing safety.”

The proposed Phase I distraction guidelines include recommendations to:

- Reduce complexity and task length required by the device;
- Limit device operation to one hand only (leaving the other hand to remain on the steering wheel to control the vehicle);
- Limit individual off-road glances required for device operation to no more than two seconds in duration;
- Limit unnecessary visual information in the driver’s field of view;
- Limit the amount of manual inputs required for device operation.

The proposed guidelines would also recommend the disabling of the following operations by in-vehicle electronic devices while driving, unless the devices are intended for use by passengers and cannot reasonably be accessed or seen by the driver, or unless the vehicle is stopped and the transmission shift lever is in park.

- Visual-manual text messaging;
- Visual-manual internet browsing;
- Visual-manual social media browsing;
- Visual-manual navigation system destination entry by address;
- Visual-manual 10-digit phone dialing;
- Displaying to the driver more than 30 characters of text unrelated to the driving task.

NHTSA is also considering future, Phase II proposed guidelines that might address devices or systems that are not built into the vehicle but are brought into the vehicle and used while driving, including aftermarket and portable personal electronic devices such as navigation systems, smart phones, electronic tablets and pads, and other mobile communications devices. A third set of proposed guidelines (Phase III) may address voice-activated controls to further minimize distraction in factory-installed, aftermarket, and portable devices.

The Phase I guidelines were published in today's *Federal Register* and members of the public will have the opportunity to comment on the proposal for 60 days. Final guidelines will be issued after the agency reviews and analyzes and responds to public input.

NHTSA will also hold public hearings on the proposed guidelines to solicit public comment. The hearings will take place in March and will be held in Los Angeles, Chicago, and Washington D.C

To view today's proposed electronic equipment guidelines, click [here](#).

## Youthful Drivers

Hospitalization for underage drinking costs an estimated \$755 million in the United States each year, according to a new study by the Mayo Clinic. Read more. . . [http://www.drugfree.org/join-together/alcohol/underage-drinking-hospitalizations-cost-755-million-in-the-u-s-each-year?utm\\_source=Join+Together+Daily&utm\\_campaign=9e67515fce-JT\\_Daily\\_News\\_Parents\\_Key\\_in&utm\\_medium=email&utm\\_source=February+21%2C+2012&utm\\_campaign=Act+out+loud&utm\\_medium=email](http://www.drugfree.org/join-together/alcohol/underage-drinking-hospitalizations-cost-755-million-in-the-u-s-each-year?utm_source=Join+Together+Daily&utm_campaign=9e67515fce-JT_Daily_News_Parents_Key_in&utm_medium=email&utm_source=February+21%2C+2012&utm_campaign=Act+out+loud&utm_medium=email)

## Driver's Ed: Study Finds That 1 In 5 Teens Gets License Without Completing Program

Most of us associate getting a driver's license with the completion of a driver's education program, but a new study reports that not as many teens are receiving driver's ed as one might assume. [Read more](#).



## New Study: Teen Driver Deaths Increase in 2011

First Increase in Eight Years Raises Concerns

WASHINGTON, D.C.—A report released today by the Governors Highway Safety Association (GHSA) reveals that the number of 16- and 17-year-old driver deaths in passenger vehicles increased slightly for the first six months of 2011, based on preliminary data supplied by all 50 states and the District of Columbia. Overall, 16- and 17-year-old driver deaths increased from 190 to 211 – an 11 percent increase. If the trend continued for the second half of 2011, it will mark the end of eight straight years of cumulative declines in deaths for this age group.

The [new report](#) – the first state-by-state look at teen fatalities in 2011 – was completed by Dr. Allan Williams, a researcher who formerly served as chief scientist at the Insurance Institute for Highway Safety. Dr. Williams surveyed [GHSA members](#), who reported fatality numbers for every state and D.C. The report comes as the National Highway Traffic Safety Administration (NHTSA) has released a statistical projection suggesting that total motor vehicle deaths for the first six months of 2011 declined 0.9 percent.

Deaths of 16-year-old drivers increased from 80 to 93 (16 percent) while the number for 17-year-olds went from 110 to 118 (7 percent), a cumulative increase of 11 percent. Twenty-three states reported increases, 19 had decreases, and eight states and the District of Columbia reported no change. While the changes in state-by-state fatality numbers generally are small, states such as Florida, Texas and North Carolina reported significant increases.

Dr. Williams attributes much of the increase to the fact that the benefit of [state Graduated Driver Licensing \(GDL\) laws](#) may be leveling off, as most of these laws have been in place for some time. Additionally, Dr. Williams speculates that improving economic conditions are contributing to an increase in teen driving, thus increasing their exposure to risk. Dr. Williams notes, “While it is not a surprise that these numbers are stabilizing or slightly increasing, states should not accept these deaths as something that cannot be prevented. More work can and should be done to save teen lives.”

[Troy E. Costales, Chairman of GHSA](#), said, “While it is good news that overall deaths appear to have declined during the first six months of 2011, we are concerned that the trend with teens is going in the opposite direction,” He continued, “As the report notes, a widespread strengthening of laws is still possible and finding effective tools outside of GDL is an important goal. These include improving driver education and involving parents in proactively establishing safe driving habits for their teens.”

Chairman Costales added, “As the parent of a young driver and a soon-to-be-driver, I know firsthand the pressures parents face in allowing their teens behind the wheel. As parents, we must set and enforce strict rules for our new drivers, making sure risks are minimized. This includes limiting other teens in the car, limiting nighttime driving and absolutely prohibiting any type of [cell phone or electronic device use while driving](#).”

[Barbara Harsha, Executive Director of GHSA](#), said states could use federal support to save more teen lives. “As part of the upcoming highway reauthorization bill, Congress should provide financial incentives to states that have strengthened or will strengthen teen driving laws. Additionally, Congress should provide adequate funding so that NHTSA can research and support demonstration projects to determine the most effective ways to increase teen seat belt use and compliance with GDL laws. Congress also should fund NHTSA and the states to carry out distracted driving campaigns aimed at teen drivers.” Harsha added, “Research also needs to be done to determine the impact of changing school start times so that teens are less likely to be driving fatigued.”

The full report, including state-by-state data, is available online at [www.ghsa.org](http://www.ghsa.org)

## Do you want to become a child passenger seat tech?

Or do you know of someone who is interested in becoming a car seat tech? Safe Kids Treasure Valley is offering the four day course Monday, May 14 through Thursday, May 17th at Meridian Fire Station #1. [Click here](#) for details and registration information.

## CALENDAR OF EVENTS

*If you would like to add an event to the calendar, please send an e-mail with the event details to [lisa.losness@itd.idaho.gov](mailto:lisa.losness@itd.idaho.gov)*

Date	Event Description, Location
Mar 3, 2012	<b>Alive at 25</b> , Nampa Civic Center., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Mar 5, 2012	<b>Alive at 25</b> , Boise Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Mar 7, 2012	<b>Alive at 25</b> , Kootenai Fire Station #2, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Mar 10, 2012	<b>Alive at 25</b> , Meridian Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Mar 10, 2012	<b>Alive at 25</b> , Rexburg City Hall, <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Mar 10 – 18, 2012	<b>Impaired Driving</b> , Statewide Traffic Enforcement Mobilization
Mar 19, 2012	<b>Alive at 25</b> , Boise Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Mar 29, 2012	<b>Alive at 25</b> , Meridian Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Apr 2, 2012	<b>Alive at 25</b> , Boise Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Apr 16, 2012	<b>Alive at 25</b> , Boise Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
Apr 19-30, 2012	<b>Aggressive Driving</b> , Statewide Traffic Enforcement Mobilization
Apr 30, 2012	<b>Alive at 25</b> , Boise Police Dept., <a href="http://www.idsafedriver.org">www.idsafedriver.org</a>
May 7-8, 2012	<b>2012 Highway Safety Summit, Boise Centre on the Grove</b>
May 14-17, 2012	<b>Child Passenger Safety Car Seat Technician Certification course</b> , <a href="http://www.safekids.org">www.safekids.org</a>
June 14-16, 2012	<b>Lifesavers Conference</b> , Orlando, Florida, <a href="http://www.lifesaversconference.org">www.lifesaversconference.org</a>
July 18, 2012	<b>Alive at 25 Workshop</b> , Boise, Idaho
July 19-20, 2012	<b>Northwest Alcohol Conference</b> , Boise, Idaho <a href="http://www.northwestalcoholconference.org">www.northwestalcoholconference.org</a>

**Quick Reference Guide** – click on the topic to go directly to website.

[OHS](#), Office of Highway Safety

[ITD](#), Idaho Transportation Department

[NHTSA](#), National Highway Traffic Safety Administration

[FHWA](#), Federal Highway Administration

[2010 Idaho Crash Report](#)

Program Area	Idaho State Links	Federal Links
Impaired Driving		<a href="http://www.nhtsa.gov/Impaired">http://www.nhtsa.gov/Impaired</a>
Distracted Driving	<a href="http://www.itd.idaho.gov/ohs/DistractedDriving.htm">http://www.itd.idaho.gov/ohs/DistractedDriving.htm</a>	<a href="http://distraction.gov/">http://distraction.gov/</a>
Teen Drivers	<a href="http://www.idahoteendriving.org/">http://www.idahoteendriving.org/</a>	<a href="http://www.nhtsa.gov/Teen-Drivers">http://www.nhtsa.gov/Teen-Drivers</a>
Bike & Pedestrian Safety	<a href="http://www.itd.idaho.gov/bike_ped/index_new2.htm">http://www.itd.idaho.gov/bike_ped/index_new2.htm</a>	<a href="http://www.nhtsa.gov/Pedestrians">http://www.nhtsa.gov/Pedestrians</a> <a href="http://www.nhtsa.gov/Bicycles">http://www.nhtsa.gov/Bicycles</a>
Seat Belt Safety	<a href="http://www.itd.idaho.gov/ohs/ClickIt/ClickIt2.htm">http://www.itd.idaho.gov/ohs/ClickIt/ClickIt2.htm</a>	<a href="http://www.nhtsa.gov/Driving+Safety/Occupant+Protection">http://www.nhtsa.gov/Driving+Safety/Occupant+Protection</a>
Child Passenger Safety	<a href="http://www.itd.idaho.gov/ohs/ChildSafety/index.html">http://www.itd.idaho.gov/ohs/ChildSafety/index.html</a>	<a href="http://www.nhtsa.gov/Safety/CPS">http://www.nhtsa.gov/Safety/CPS</a>
Aggressive Driving		<a href="http://www.nhtsa.gov/Aggressive">http://www.nhtsa.gov/Aggressive</a>
Motorcycles	<a href="http://www.idahostar.org">www.idahostar.org</a>	<a href="http://www.nhtsa.gov/Safety/Motorcycles">http://www.nhtsa.gov/Safety/Motorcycles</a>
Senior Driving		<a href="http://www.nhtsa.gov/Senior-Drivers">http://www.nhtsa.gov/Senior-Drivers</a>
Lane Departure	<a href="http://itd.idaho.gov/info/home_articles/safety_plan.htm">http://itd.idaho.gov/info/home_articles/safety_plan.htm</a>	<a href="http://safety.fhwa.dot.gov/roadway_dept">http://safety.fhwa.dot.gov/roadway_dept</a>